

Metropolitan Transportation Plan for Clark County



**Updated: December 2002
Amended: December 2003**

Southwest Washington Regional Transportation Council

MTP APPENDIX A

TRANSPORTATION CAPACITY IMPROVEMENTS ASSUMED IN MTP NETWORK AND AIR QUALITY ANALYSIS

Between 2002 and 2023 Clark County jurisdictions have planned for transportation improvements in locations with existing or forecast future capacity problems. These anticipated improvements were taken into consideration in carrying out the Metropolitan Transportation Plan needs and **air quality analysis**.

The **MTP** transportation system is the existing transportation network with improvements made on those links where projects are programmed in the Transportation Improvement Program. In addition, improvement projects are included where regional need has been identified in the MTP development process and for which there is strong regional commitment. Projects included in the MTP transportation system may eventually be programmed for funding by federal, state, Transportation Improvement Account (TIA) and/or local sources.

Assignment of forecast future year trips onto the *MTP* transportation network in the regional travel forecasting model reveals where there are likely to be deficiencies in the transportation system over the longer term. Locations where future traffic volumes exceed MTP system capacity require an analysis of remedial measures to solve these anticipated deficiencies and an analysis of financial feasibility.

The list (overleaf) is of the major transportation improvements¹ which have been incorporated into the *MTP* transportation network for Clark County. These listed projects are identified in the Metropolitan Transportation Plan needs analysis and included in the air quality conformity analysis as required by the federal Clean Air Act Amendments and Washington Clean Air Act². There will be consistency between the MTP list of projects and the projects programmed for funding in the *Metropolitan Transportation Improvement Program (MTIP) for Clark County*.

¹ Additional highway lanes, additional or improved interchanges, construction of new highway segments, expanded transit service.

² Chapter 70.94 RCW.

**Table A-1: Metropolitan Transportation Plan (MTP) Update (2002)
Projects Assumed to be Completed by 2023**

2023 MTP: LIST OF MTP AND LOCAL PROJECTS (projects are included in the Regional Air Quality Conformity Analysis)				
<i>This list includes both MTP Designated Regional Transportation System projects and local projects. Projects in Italics are part of the local transportation system and not part of the MTP Designated Regional Transportation System</i>				
Facility	Cross Streets	Improvement	Existing Condition	Estimated Year of Completion
76th Street	107th Avenue to 117th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2002
<i>87th Avenue Extn.</i>	<i>Mill Plain Blvd to Fourth Plain</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2002</i>
<i>Ellsworth</i>	<i>SE 10th Street to SR-14</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2002</i>
Fourth Plain	102nd Avenue to SR-503	2 lanes ea. direction, w/turn lane	1 lane each direction	2002
Fourth Plain	F Street to RR Bridge	1 lane ea. direction, w/turn lane	2 lanes each direction	2002
<i>Ft. Vancouver Way</i>	<i>Fourth Plain to St. Johns Blvd.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>2 lanes each direction</i>	<i>2002</i>
I-5	78th Street Interchange	Urban Interchange	Diamond Interchange	2002
I-5	Main Street Interchange	Improved Interchange	Interchange	2002
I-5	63rd Street Overcrossing	1 lane ea. direction	Temporarily closed 2001	2002
<i>NE 25th Avenue</i>	<i>78th Street to 99th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2002</i>
NW 78th Street	Lakeshore to Hazel Dell Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2002
Padden Parkway	SR-503 to Ward Road	2 lanes ea. direction, w/turn pockets	None	2002
SR-14	192nd Avenue Interchange	Add Interchange/Brady realignment	None	2002
SR-500	Ward Road to 162nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2002
SR-500	Thurston Way Interchange	New Interchange	Intersection	2002
Ward Road	Fourth Plain to 162nd Avenue (88th St.)	2 lanes ea. direction, w/turn lane	1 lane each direction	2002
117/119th Street	Highway 99 Vicinity	1 lane ea. direction, w/turn lane	Off-Set Intersections	2003
192nd Avenue	SE 15th Street to SE 34th Street	2 lanes ea. direction, w/turn pockets	None	2003
192rd Avenue	SE 15th Street to SE 1st Street	2 lanes ea. direction, w/turn pockets	1 lane each direction	2003

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Facility	Cross Streets	Improvement	Existing Condition	Estimated Year of Completion
Burton Road	86th Avenue to 112th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2003
Burton Road	112th Avenue to 142nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2003
Padden Parkway	78th Street/53rd Av to Andresen	2 lanes ea. direction, w/turn pockets	None	2003
Padden Parkway	I-205 to 94th Avenue	2 lanes ea. direction w/turn pockets	1 lane each direction	2003
SE 1st Street	192nd Avenue to Parker Street	2 lanes ea. direction, w/turn lane	1 lane each direction	2003
SE 1st Street	Parker Street to Leadbetter Way	1 lane ea. direction, w/turn lane	1 lane each direction	2003
SR-502	Battle Ground WCL to SR-503	2 lanes ea. direction, w/turn lane	1 lane each direction	2003
134th Street	Rockwell to WSU	2 lanes ea. direction, w/turn lane	1 lane each direction	2004
192nd Avenue	SR-14 to SE 34th Street	2 lanes ea. direction, w/turn pockets	None	2004
<i>199th Street</i>	<i>SR-503 to 142nd Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2004</i>
76th Street	117th Avenue to 142nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2004
<i>99th Street</i>	<i>99th Street Park and Ride</i>	<i>Park and Ride</i>	<i>None</i>	<i>2004</i>
<i>Covington Road</i>	<i>102nd Avenue to 76th Street</i>	<i>2 lanes ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2004</i>
Fruit Valley Rd	34th Street to Whitney	1 lane ea. direction, w/turn lane	1 lane each direction	2004
NE 76th Street	NE 94 th Avenue to 107th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2004
NW 11th Street	Amtrak Station	Renovation of Train Station	Train Station	2004
<i>117/119th Street</i>	<i>NW 7th Avenue to Hazel Dell Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2005</i>
<i>117th Street</i>	<i>Hazel Dell Avenue to Highway 99</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2005</i>
162nd Avenue	39th Street to Ward Road	2 lanes ea. direction, w/turn lane	1 lane each direction	2005
179th Street	I-5 to NW 5th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2005
Mill Plain	164th Avenue to 172nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2005

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Facility	Cross Streets	Improvement	Existing Condition	Estimated Year of Completion
St. John's Blvd.	NE 50 th Avenue to 72nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2005
<i>Ward/172nd Av.</i>	<i>S. 99th Street to 119th St.</i>	<i>Realignment</i>	<i>Curved</i>	<i>2005</i>
Highway 99	Realignment with 20th Avenue near 134th St.	Realignment, 2 lanes ea. dir. w/tl	Existing Alignment	2006
72nd Avenue	S. of 99th Street to St. Johns	2 lane ea. direction, w/turn lane	1 lane each direction	2006
Mill Plain	172nd Avenue to SE 192nd Avenue	2 lanes ea. direction, w/turn lane	None	2006
SR-500	112th Avenue Interchange	New Interchange	Intersection	2006
<i>137th Avenue</i>	<i>Fourth Plain to 76th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2006</i>
<i>138th Avenue</i>	<i>18th Street to 28th Street</i>	<i>2 lanes ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2007</i>
I-205	Off-Ramp from NB I-205 to 112th Avenue	New Ramp	None	2007
I-5	99th Street to I-205	3 lanes ea. direction	2 lanes each direction	2007
I-5	134th Street Interchange	Reconstruct Interchange	Interchange	2007
179th Street	NW 5 th Avenue to NW 11th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2008
<i>49th Street</i>	<i>112th Avenue to 122nd Avenue</i>	<i>2 lanes ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2008</i>
<i>NE 88th Street</i>	<i>Highway 99 to St. Johns Road</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2008</i>
<i>NE 88th Street</i>	<i>St. Johns Road to Andresen Road</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2008</i>
<i>138th Avenue</i>	<i>28th Street to 39th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2009-2013</i>
179th Street	NE 10 th Avenue to NE 29th Avenue	2 lane ea. direction, w/turn lane	1 lane each direction	2009-2013
179th Street	NE 29 th Avenue to NE 50th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2009-2013
18th Street	97th Avenue to 138th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2009-2013
18th Street	86th Avenue to 97th Avenue	1 lane ea. direction, w/turn lane	None	2009-2013
192nd Avenue	SE 1st Street to NE 18th Street	2 lanes ea. direction, w/turn pockets	1 lane each direction	2009-2013

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<i>Hazel Dell Av.</i>	<i>99th Street to 114th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2009-2013</i>
<i>Leadbetter Way</i>	<i>Lake Road to Parker Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2009-2013</i>
NE 139th Street	NE 20 th Avenue to NE 10th Avenue	1 lane ea. direction, w/turn lane	None	2009-2013
<i>NE 15th Avenue</i>	<i>179th Street to Union Road</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2009-2013</i>
<i>NE 23rd Avenue</i>	<i>NE 134th Street to NE 139th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2009-2013</i>
NE 28th Street	142nd Avenue to 162nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2009-2013
Seventh Street	Seventh Street Mall and Parking Garage	Transit Mall Expansion and Garage	Transit Mall	2009-2013
SR-500	SR-503 Interchange	Fly-over Ramp	Intersection	2009-2013
SR-502	NE 10 th Avenue to Battle Ground	2 lanes ea. direction, w/turn pockets	1 lane each direction	2009-2013
112th Avenue	Mill Plain to 28th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2014-2023
<i>119th Street</i>	<i>Salmon Creek Av. to 72nd Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
<i>119th Street</i>	<i>72nd Avenue to SR-503</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
<i>137th Avenue</i>	<i>39th Street to 55th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
139th Street	NE 20 th Avenue to NE 29th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2014-2023
164th Avenue	SE 34th Street (Fisher Landing P&R)	Expand Current Transit Facility	Park & Ride	2014-2023
179th Street	NE 179th Street Park and Ride	Park and Ride	None	2014-2023
179th Street	NE 50 th Avenue to Cramer Road	1 lane ea. direction, w/turn lane	1 lane each direction	2014-2023
179th Street	Cramer Road to SR-503	1 lane ea. direction, w/turn lane	None	2014-2023
18th Street	138th Avenue to 162nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2014-2023
18th Street	162nd Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2014-2023
18th Street	138th Avenue	Expand Current Transit Facility	Park & Ride	2014-2023
<i>26th Avenue</i>	<i>Fourth Plain to Whitney Road</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2014-2023</i>

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29th Avenue	NE 134th Street to NE 179th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2014-2023
38th Avenue	Bybee Road to Astor	1 lane ea. direction, w/turn lane	1 lane each direction	2014-2023
39th Street	At RR Tracks	Over-Crossing	At-Grade Crossing	2014-2023
3rd Avenue	Crown Road to ECL Camas	2 lanes ea. direction, w/turn lane	2 lane each direction	2014-2023
49th Street	122nd to 137th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2014-2023
63rd Street	Andresen Road to I-205	2 lane ea. direction, w/turn lane	1 lane each direction	2014-2023
63rd Street	I-205 to Covington Road	1 lane ea. direction, w/turn lane	1 lane each direction	2014-2023
78th Street	Ward Road to 162nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2014-2023
Columbia Shores	S. of SR-14	Widen Portal	Under-Pass	2014-2023
Esther Street	At RR Tracks	Railroad Undercrossing	None	2014-2023
Fruit Valley Rd	Whitney to 78th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2014-2023
Highway 99	NE 99th Street to NE 117th Street	2 lane ea. direction, w/turn lane	2 lanes each direction	2014-2023
Highway 99	South RR Bridge to NE 63rd Street	2 lane ea. direction, w/turn lane	2 lanes each direction	2014-2023
I-205	SR-14 to Mill Plain	Ramp Separation	Interchanges	2014-2023
I-205	18th Street/Burton Road	18th Street Ramps/Frontage Road	Over-Pass	2014-2023
I-205	SR-500	WB SR-500 to SB I-205 Flyover	Interchange	2014-2023
I-205	Burton Road	Burton Road Ramps	Under-Pass	2014-2023
I-205	SR-500 to Padden Parkway	3 lanes ea. direction	2 lanes each direction	2014-2023
I-205	Padden Parkway to 134th Street	3 lanes ea. direction, 83rd Ramps	2 lanes each direction	2014-2023
I-5	179th Street Interchange	Reconstruct Interchange	Interchange	2014-2023
I-5	219th Street Interchange	New Interchange	None	2014-2023
I-5	I-205 to 179th Street	Auxiliary Lane	3 lanes each direction	2014-2023
I-5	179th Street to 219th Street	Auxiliary Lane	2 lanes each direction	2014-2023
I-5	269th Street Interchange	Improve Interchange	Interchange	2014-2023

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Facility	Cross Streets	Improvement	Existing Condition	Estimated Year of Completion
I-5	319th Street Interchange	Improve Interchange	Interchange	2014-2023
I-5	NE 139th Street	Relocate 134th St. Park & Ride	None	2014-2023
I-5	219th Street	Park and Ride	None	2014-2023
Lakeshore Drive	NW 78th Street to McCann Road	1 lane ea. direction, w/turn lane	1 lane each direction	2014-2023
Main Street	6th Street to 15th Street (Mill Plain)	Convert to two-way street	One-way street	2014-2023
<i>NE 107th Avenue</i>	<i>Covington Road to NE 99th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
<i>NE 10th Avenue</i>	<i>134th Street to 154th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
<i>NE 119th Street</i>	<i>SR-503 to NE 152nd Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
<i>NE 122nd Avenue</i>	<i>NE 39th Street to NE 49th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
<i>NE 137th Avenue</i>	<i>Vancouver CL to Fourth Plain</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
<i>NE 15th Avenue</i>	<i>NE 179th Street to SR-502</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2014-2023</i>
<i>NE 20th/29th Ave.</i>	<i>NE 154th Street to NE 179th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2014-2023</i>
<i>NE 25th Avenue</i>	<i>Minnehaha St. to NE 78th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2014-2023</i>
<i>NE 87th Avenue</i>	<i>Lieser Road to E. 5th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>86th Avenue</i>	<i>2014-2023</i>
<i>NE 88th Street</i>	<i>Hazel Dell Avenue to Highway 99</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2014-2023</i>
<i>NE 94th Avenue</i>	<i>Padden Parkway to NE 119th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane/none</i>	<i>2014-2023</i>
<i>NE 99th Street</i>	<i>St. Johns Rd. to SR-503</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None/1 lane</i>	<i>2014-2023</i>
<i>NE 99th Street</i>	<i>SR-503 to NE 172nd Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
<i>NW 11th Ave.</i>	<i>NW 139th Street to 179th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
<i>NW 26th Ave.</i>	<i>Fourth Plain to Whitney Road</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2014-2023</i>
Padden Parkway	Central County Park and Ride	New Park and Ride	None	2014-2023
Padden Parkway	SR-503 Interchange	Add Interchange	None	2014-2023

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Facility	Cross Streets	Improvement	Existing Condition	Estimated Year of Completion
<i>Rosewood Avenue</i>	<i>NE 102nd Avenue to SR-503</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
<i>Salmon Creek Ave.</i>	<i>WSU Entrance to NE 50th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
<i>SE 10th Street</i>	<i>Ellsworth to I-205</i>	<i>2 lanes ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
SE 1st Street	164th Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2014-2023
<i>SE 7th Street</i>	<i>Chkalov to SE 136th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014-2023</i>
SR-14	NW 6th Av. to 32nd St.	2 lanes ea. direction	1 lane with Intersection	2014-2023
SR-14	I-205 to 164th Avenue	3 lanes ea. direction	2 lanes each direction	2014-2023
SR-14	32nd Street/27th Street Vicinity	Interchange	Intersection	2014-2023
SR-14	SR-500 (Camas)	Interchange	Intersection	2014-2023
SR-14	Washougal	New Park and Ride	None	2014-2023
SR-500	42nd Avenue	Grade Separation	Intersection	2014-2023
SR-500	54th Avenue	Grade Separation	Intersection	2014-2023
SR-500	St. Johns Interchange	New Interchange	Intersection	2014-2023
SR-500	Thurston Way (Mall)	Expand Current Transit Facility	Transit Center	2014-2023
<i>Vancouver Mall Dr.</i>	<i>Andresen Road to 66th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2014-2023</i>
<i>Ward Road</i>	<i>NE 137th Avenue to Fourth Plain</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2014-2023</i>
Various	County Wide	Walkway & Bicycle Programs	None	Continuous
Various	County Wide	Demand Management	None	Continuous
Various	System Wide	Add Transit Service	Transit System	Continuous
Various	System Wide	Add ITS	None	Continuous

Projects listed above include both projects **on** the regional transportation system as well as projects **off** the regional system. Both types of project have been included in the regional travel forecasting model network and have therefore been included in the regional air emissions analysis to meet the requirements of the federal Clean Air Act Amendments and Washington Clean Air Act.

In addition to the listed projects, the RTP is supportive of any other project for which a need has been demonstrated through the regional transportation planning process that will serve to enhance the efficiency and operation of the regional transportation system. These projects include MAINTENANCE, PRESERVATION, SAFETY, PEDESTRIAN, BICYCLE, ENHANCEMENT, TRANSPORTATION SYSTEM MANAGEMENT (TSM), TRANSPORTATION DEMAND MANAGEMENT (TDM).

Table A-2: Other Transportation System Development Elements

MAINTENANCE	
	Maintenance work ensures a safe, reliable and efficient transportation system on a day to day basis with such activities as pothole filling, repair of damaged bridges, incident response, maximizing operational efficiency by signal timing, snow clearing, vegetation planting and clearing, drainage and fence maintenance and litter removal. The MTP supports regional system maintenance work identified by WSDOT and local agencies.
PRESERVATION	
	Preservation projects ensure that investment in the regional transportation system is protected. Specific projects include repaving of highways, refurbishing rest areas and bridge rehabilitation. Needs and projects are identified by local agencies and WSDOT through such programs as the Highway Performance Monitoring System (HPMS), ISTEA-required Pavement Management System (PMS) and Bridge Management System (BMS).
SAFETY	
	Needs identified through the ISTEA-required Safety Management System (SMS) and local analysis.
PEDESTRIAN AND BICYCLE MODE (SEE CHAPTER 5)	
	Needs identified through state and local planning programs including recommendations from the Clark County Bicycle Advisory Committee, GMA plans and the <i>Clark County Trails and Bikeway System Plan</i> (December 1992; Clark County). Notable pedestrian and bicycle projects in Clark County include completion of the City of Vancouver's Columbia River Waterfront Trail, the Discovery Trail, the Columbia River/Evergreen Highway Trail, Hazel Dell Avenue bike lanes and SE 164th Avenue bike lanes. Also of regional significance is improvement of pedestrian and bicycle facilities that will improve access to transit facilities. Bike racks are already provided on C-TRAN fixed-route buses and bike lockers are provided at C-TRAN Transit Centers and Park and Rides. The bike rack and locker program will continue.
TRANSIT	
Fixed-route System Expansion	Service Hours (both expansion of route system and frequency of service on certain routes) [per C-TRAN's current <i>Service and Financial Plan</i>] 2000 Annual Service Hours: 260,482 2023 Forecast Annual Service Hours: 339,000+/- (average 1.15% growth per year)
Capital Equipment Needs	Bus Purchases to support service hours and replace older fleet.
HIGH CAPACITY TRANSPORTATION CORRIDORS	
	<ul style="list-style-type: none"> • The I-5 corridor from the Oregon state line north to the I-205 interchange, the I-205 corridor and the SR-500 corridor from I-5 to Orchards are designated as MTP High Capacity Transportation Corridors. • Frequent bi-state bus service. • LRT constructed to Expo Center.

REGIONAL TRANSPORTATION PLANNING STUDIES	
	CURRENTLY UNDERWAY: <ul style="list-style-type: none"> 18th Street Corridor Study (City of Vancouver)
TRANSPORTATION SYSTEM MANAGEMENT (TSM)	
	<p>Potential TSM solutions are outlined in the State's <i>Statewide Multimodal Transportation Plan, System Plan Component</i> as well as local Growth Management plans. A key strategy of transportation system management is the implementation of an intelligent transportation system (ITS) for the Clark County region. The Vancouver Area Smart Trek Program (VAST) is the ITS initiative for the region developed as a cooperative effort by public transportation agencies in Clark County. It is made up of seven initiatives to improve the management and operation of the system: 1) Communications infrastructure, 2) Traveler information, 3) incident management, 4) transportation management, 5) advanced traffic control, 6) transit priority, and 7) transit operation and management. The VAST Implementation Plan is a twenty-year project list developed around the initiatives above. It contains a description of each project, its priority, estimated costs and benefits and its relationship with other projects in the plan. There is also an Implementation Schedule for the plan that, in general, lists short, medium, and long-term time frames. Short term projects include interconnected and adaptive signal control, freeway cameras and roadway detection, variable message signs, a traveler information system, and a traffic management center.</p>
TRANSPORTATION DEMAND MANAGEMENT (TDM)	
	<p>Demand management activities are determined through the Commute Trip Reduction program ongoing in the Clark County region.</p> <p>The Portland-Vancouver I-5 Transportation and Trade Partnership (2002) also included a set of TDM recommendations relevant to the I-5 corridor.</p> <p>Short term recommendations include:</p> <ul style="list-style-type: none"> Additional Education and Outreach about work destination based, peak hour travel options. The first phase would be a survey to document existing origin and destination travel patterns. Promote business subsidy of transit passes for employers. Promote carpoolmatchNW.org to assist in carpool formation. Offer guaranteed rides home at work sites. Explore methods to better integrate C-Tran and Tri-Met printed and real-time customer information to expedite Bi-State travel using both systems (e.g. C-TRAN service information on Tri-Met Real Time Kiosks and expand the number of kiosks). Explore business and community interest for additional and/or expanded Transportation Management Associations in the I-5 Corridor between the Columbia River and Lloyd District, including Swan Island, Rivergate and the Interstate Avenue. A study to determine the most beneficial and effective TDM measures is also recommended.

Should projects in the categories listed above require state or federal funding, they are brought forward to RTC as the region's MPO to carry out a coordinated decision-making process whereby projects are prioritized and selected for funding. Regional level air quality conformity analysis is prepared by RTC and project level conformity analysis, where required, is also prepared by RTC for local projects and by WSDOT for State projects.

APPENDIX A-1

Table A-3: 2020 MTP+ Regional Prioritization of Corridors and Projects
Adopted by RTC Board of Directors (December 2001)

2020 MTP+ Regional Prioritization of Corridors and Projects					
Estimated Timeline	Corridor	Location	Improvements	Cost Estimate (in \$ '000s) as of June 2001	Plan/Design Process (as of December 2001)
MTP = Metropolitan Transportation Plan; WTP = Washington Transportation Plan; TIP = Transportation Improvement Program, EIS = Environmental Impact Statement, FHWA = Federal Highway Administration					
INTERSTATE SYSTEM					
0-6 years	I-5 South	Salmon Creek to I-205	Construction project to widen, 3 lanes each direction	\$33,520	Construct widening project. EIS is complete and Record of Decision (ROD) issued
0-6 years	I-5 South	Columbia River to Main Street	EIS (Environmental Impact Statement) for interstate river crossing and collector/distributor system from interstate bridge to Main Street	\$5-\$10,000	Awaiting completion of I-5 Partnership Study. EIS will be required to move recommendations forward.
0-6 years	I-5 North	219th Street Interchange	EIS for new interchange	\$1-\$3,000	Access Point Decision Report to be submitted to FHWA in fall 2001. If FHWA accepts the Report, an EIS will be required as the next step. Some funding is already available for the EIS.
0-6 years	I-205	Columbia River to Padden Parkway (NE 83rd St.)	EIS for I-205 corridor	\$3-\$5,000	Access Point Decision Report to be submitted to FHWA in fall 2001. If FHWA accepts the Report, an EIS will be required as the next step.
0-6 years	I-5 South	at 134th Street	EIS for new diamond interchange and park and ride	\$1-\$3,000	Access Point Decision Report to be submitted to FHWA in fall 2001. If FHWA accepts the Report, an EIS will be required as the next step.
0-6 years	I-205	Mill Plain Interchange vicinity	Direct connection from I-205 ramp to 112th Av, Add RT lane (Phase 1)	\$16,000	I-205 Access Point Decision Report to be submitted in fall 2001 (Phase 1). Environmental review will be required (could be part of I-205 corridor EIS or Environmental Assessment specific to this location).
6-10 years ³					

³ Constructible projects will need to be prioritized following FHWA acceptance of Access Decision Reports and completion of EIS's. Also, the update of GMA plans, may impact project priorities in this timeline.

2020 MTP+ Regional Prioritization of Corridors and Projects					
Estimated Timeline	Corridor	Location	Improvements	Cost Estimate (in \$ '000s) as of June 2001	Plan/Design Process (as of December 2001)
MTP = Metropolitan Transportation Plan; WTP = Washington Transportation Plan; TIP = Transportation Improvement Program, EIS = Environmental Impact Statement, FHWA = Federal Highway Administration					
10+ years ⁴					
10+ years	I-205	SR-500 to 83rd Street	Widen to 6 lanes (Phase 6)	\$22,993	I-205 Access Point Decision Report to be submitted in fall 2001.
10+ years	I-205	SR-14 to Mill Plain	SR-14 and Mill Plain Ramp Separation (Phase 2)	\$48,000	I-205 Access Point Decision Report to be submitted in fall 2001 (Phase 2).
10+ years	I-205	NE 18th St/Burton Rd	18th Street Ramps and frontage roads to Burton (Phase 3)	\$84,000	I-205 Access Point Decision Report to be submitted in fall 2001 (Phase 3).
10+ years	I-205	SR-500	WB SR-500 to SB I-205 Flyover Ramp (Phase 4)	\$27,000	I-205 Access Point Decision Report to be submitted in fall 2001 (Phase 4).
10+ years	I-205	Burton Rd.	Burton Road Ramps (Phase 5)	\$20,000	I-205 Access Point Decision Report to be submitted in fall 2001 (Phase 5).
10+ years	I-205	SR-14 Interchange vicinity	Add Southbound on-ramp from Ellsworth	\$15,000	MTP.
10+ years	I-205	83rd St. to 134th St.	Widen to 6 lanes, widen 83rd St. Ramps	\$45,240	WTP. I-5/I-205 Route Development Plan.
10+ years	NE 112th Av (I-205 corridor)	Mill Plain/Chkalov to NE 49th St	Mill Pl. to NE 49th St.: widen, 2 lanes each direction with center left turn lane and intersection improvements NE 49th St.: intersection improvement	\$7,700	MTIP. Vancouver 202-2007 TIP.
10+ years	I-5 South	Columbia River	New interstate river crossing	\$228,500	Awaiting completion of I-5 Partnership Study. EIS required (see above).
10+ years	I-5 South	Interstate Br. to Main St.	Collector/distributor system	\$80,720	Awaiting completion of I-5 Partnership Study. EIS required (see above).
10+ years	I-5 North	I-205 to 179th Street	Capacity Improvement (8 lanes assumed in model)	\$36,140	I-5/I-205 North Route Development Plan.
10+ years	I-5 North	179th St. to 219th St.	Capacity Improvement (8 lanes assumed in model) and modify NE 179th St. interchange.	\$63,080	I-5/I-205 North Route Development Plan. New 219th Interchange: Access Point Decision Report to be

⁴ Projects listed below in the 10+ year timeframe follow in the order of interstate corridor technical ranking: (1) I-205, (2) I-5 South, (3) I-5 North. Prioritization is subject to decisions subsequent to Access Decision Report acceptance, EIS completion and GMA Plan update

2020 MTP+ Regional Prioritization of Corridors and Projects

Estimated Timeline	Corridor	Location	Improvements	Cost Estimate (in \$ '000s) as of June 2001	Plan/Design Process (as of December 2001)
MTP = Metropolitan Transportation Plan; WTP = Washington Transportation Plan; TIP = Transportation Improvement Program, EIS = Environmental Impact Statement, FHWA = Federal Highway Administration					
			New 219th St. interchange w/connection to Hillhurst Rd.		submitted in fall 2001 Environmental review required (see above).
10+ years	I-5 North	NE 269th St. to 319th St.	Improve interchanges and crossing at 259th St.	\$21,250	I-5/I-205 North Route Development Plan.
STATE SYSTEM					
0-6 years	SR-502	Battle Ground (west city limits) to SR-503	Widen, 2 lanes each direction with center left turn lane	\$7,123	Design complete. 72% funded. MTP.
0-6 years	SR-500	112th Av to SR-503	Construct interchange at 112th Av, left-turn flyover ramp for W-bound SR-500 at SR-503	\$35,127	112th Interchange: design and permitting complete. SR-500/SR-503/Fourth Plain: MTP/WTP. Intersection Improvements: currently underway.
0-6 years	SR-14	I-205 to 164th Av	Widen to 6 lanes	\$28,800	WTP. MTP will need amendment to include this project.
0-6 years	SR-500	St John's Blvd to 54th Av	Construct Interchange at St John's, grade separation at 42nd Av, grade separation and ramps at 54th Av	\$40,000	SR-500 Safety Enhancement Project. Environmental Assessment complete with Preferred Design Alternative. MTP/WTP.
6-10 years	SR-14	NW 6th Av (Camas) to 32nd St (Washougal)	Widen to 4 lanes, new interchange at SR-500, new partial interchange at 15th St., new interchange at 32nd St. Vic.	\$54,440	MTP/WTP.
6-10 years	SR-14	164th Av. to NW 6th Av.	Widen to 6 lanes	\$20,820	WTP
6-10 years	SR-502	Duluth to Battle Ground (W. City Limits)	Widen, 2 lanes each direction with left turn lanes at intersections	\$13,934	MTP/WTP. WSDOT is working on access and right of way purchase. The corridor may need an intermediate project to first provide for turn lanes at intersections.
6-10 years	SR-503	at Padden Parkway (NE 83rd St.)	Eliminate at-grade intersection with interchange construction.	\$13,046	This is a project proposed by Clark County.
10+ years	SR-503	Lewisville Park to N. County Line	Climbing lane and safety improvements. 2 projects	\$3,425	MTP.

2020 MTP+ Regional Prioritization of Corridors and Projects

Estimated Timeline	Corridor	Location	Improvements	Cost Estimate (in \$ '000s) as of June 2001	Plan/Design Process (as of December 2001)
MTP = Metropolitan Transportation Plan; WTP = Washington Transportation Plan; TIP = Transportation Improvement Program, EIS = Environmental Impact Statement, FHWA = Federal Highway Administration					
LOCAL SYSTEM					
0-6 years	Padden Parkway	Andresen Rd. to NE 94th Av.	Widen to 4 lanes with bike and pedestrian path, grade-separated at 94th Av.	\$6,230	Widening: Clark County 2001-2006 TIP. Awaiting environmental permitting approval. Construction programmed 2003-2005.
0-6 years	162nd Av.	39th St. to Ward Rd.		\$11,754	Clark County 2001 - 2006 TIP. City of Vancouver 2002-07 TIP. Construction programmed in 2005-2006.
0-6 years	St John's	NE 50th Av to NE 72nd Av	Widen, 2 lanes each direction with center left turn; bike lanes; sidewalks	\$12,367	Clark County 2001-2006 TIP. Construction programmed 2006 to post-2006.
0-6 years	NE 72nd Av	St. John's to south of NE 99th St	Widen from existing 2 lanes to accommodate I-205 traffic using the corridor	\$6,892	Clark Co. 2001 - 2006 TIP. Construction programmed 2006.
0-6 years	Mill Plain Blvd.	SE 164th Av to 192nd Av	Widen 164th to 172nd Av and construct 172nd to 192nd Av., 2 lanes each direction with center left turn. Bike lanes and sidewalks.	\$12,670	NE 162nd to 168th Av: facility designed and final Mitigated Determination of Non-Significance (MDNS) issued. 172nd to 192nd Av: City of Vancouver 2002-2007 TIP project in progress.
0-6 years	SE 1st St/NW Lake Rd	SE 192nd Av to Leadbetter Pkwy.	Widen, 2 lanes each direction with center left turn, bike lanes and sidewalks.	\$9,645	Funding partially secured for construction.
6-10 years	18th Street	NE 87th Av to NE 162nd Av	87th to 97th: construct on new alignment (1 lane each direction with center left turn lane, bike lanes and sidewalks). 97th to 162nd: widen to 5 lanes, 2 lanes each direction with center left turn lane, intersection improvements, bike lanes and sidewalks.	\$30,425	City of Vancouver 2002-2007 TIP. NE 18th Street Planning Study is funded (2002-04).
6-10 years	NE 134th St.	I-5 to I-205	Widen 134th Street (coordinate with I-5/I-205/134th Street interchange modifications), construct parallel arterials at NE	\$38,500	Integrated with the I-5/134th Street Interchange Access Point Decision Report to be submitted fall 2001.

2020 MTP+ Regional Prioritization of Corridors and Projects					
Estimated Timeline	Corridor	Location	Improvements	Cost Estimate (in \$ '000s) as of June 2001	Plan/Design Process (as of December 2001)
MTP = Metropolitan Transportation Plan; WTP = Washington Transportation Plan; TIP = Transportation Improvement Program, EIS = Environmental Impact Statement, FHWA = Federal Highway Administration					
			139th and 154th Streets		
6-10 years	192nd Av.	SE 1st St. to NE 18th St.	Widen to 4 lanes, with turn lanes, bike lanes and sidewalks.	\$5,048	Clark County 2001-2006 TIP.
6-10 years	SE 1st Street	SE 164th Av to 192nd Av	Widen, 2 lanes each direction with center left turn, bike lanes and sidewalks.	\$10,648	City of Vancouver 2002-2007 TIP.
10+ years	Lakeshore Av/ NW 36th Av	NW 78th St to Bliss Rd	Widen; add center left turn lane, bike lanes, sidewalks.	\$20,644	Clark County 2001-2006 TIP. Construction post-2006.
10+ years	Fruit Valley Rd	Whitney Rd. to NW 78th St.	Widen to add center left turn lane; bike lanes; sidewalks	\$12,000	Phase II of Fruit Valley Rd. project: preliminary design and identification of environmental issues is proceeding currently.
10+ years	179th Street	I-5 to NW 11th Av.	Widen, 2 lanes each direction (I-5 to NW 5th Av); 1 lane each direction (NW 5th to NW 11th Av); bike lanes; sidewalks	\$13,115	MTP. Improvements in the immediate interchange area would be done in conjunction with interchange project. Awaiting results of I-5/219th Street Access Point Decision Report.
10+ years	179th Street	NE 10th Av to NE 50th Av	Widen, 2 lanes each direction	\$16,877	Clark County 2001-2006 TIP. Construction post-2006.
10+ years	179th Street	NE 50th Av to Cramer Rd	Widen to add center left turn lane; bike lanes; sidewalks	\$10,718	Clark County 2001-2006 TIP. Construction post-2006.

NOTE: Projects listed above were considered by the RTC Board and the Prioritization lists adopted in December 2001. Priorities will be re-examined periodically.

Estimated project costs are subject to change as projects become more clearly defined through Preliminary Engineering (PE) and Right of Way (RW) phases.

APPENDIX A-2**Table A-4: Measures to Implement TDM and TSM**

MEASURES TO IMPLEMENT TRANSPORTATION DEMAND MANAGEMENT (TDM) AND TRANSPORTATION SYSTEM MANAGEMENT (TSM)		
Facility/ Strategy	Project	Description
Transit	Increase Transit Service	Improve transit service per C-TRAN/s Transit Development Plan (TDP)
Pedestrian	Improve Pedestrian Access to Transit	Pedestrian improvements provided through highway building projects (improved design standards), Transportation Improvement Program of local jurisdictions.
TDM	Vanpool Program	Increase subsidy for vanpool program participants. 120 vanpools operated during the I-5 span closure in September 1997.
TDM	Carpool Program	To provide for incentives. Further promote carpoolmatchNW.org
TDM	Telecommuting/ Teleworking	Fund employer outreach program
TDM	Flexible Work Hours	Fund employer outreach program
TSM	Vancouver Area Smart Trek (VAST): Traffic Management Centers and freeway and arterial management	Coordinated state and local Traffic Management Centers within Clark County with links to Oregon Department of Transportation Traffic Management Center for the management of bi-state transportation facilities. Expand communications network and expand freeway and arterial camera and detection coverage to manage facilities and deploy interconnected and adaptive signal control. Full deployment of the VAST Plan, including incident management, is estimated at \$45 million, some costs overlap with system maintenance cost estimates provided in MTP Chapter 4.

CLEAN AIR CONFORMITY DETERMINATION

AIR QUALITY CONFORMITY STATEMENT

The Metropolitan Transportation Plan for Clark County is found to contribute to emission reductions and is **found to be in conformity with the Federal Clean Air Act as amended in 1990 and the Washington Clean Air Act** (chapter 70.94 RCW). The MTP does not adversely impact the existing SIP and is in conformity with it. All regionally significant transportation improvement projects are included in the regional travel forecasting model for purposes of air quality conformity analysis. A list of the projects included in the estimate of mobile emissions is contained in MTP Appendix Table A-1. Air quality conformity results are outlined in Table A-5 and a brief description of air quality conformity analysis methodology follows with key assumptions presented in Table A-6.

AIR QUALITY CONFORMITY METHODOLOGY AND RESULTS

The Southwest Clean Air Agency (SWCAA) has developed, as supplements to the State Implementation Plan, two Maintenance Plans; 1) for Carbon Monoxide (CO), and 2) for Ozone (O₃). In October, 1996 the CO Maintenance Plan and in April 1997 the Ozone Maintenance Plan were approved by the Environmental Protection Agency (EPA). Mobile source strategies contained in the Maintenance Plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04).

The MTP must comply with the mobile emissions budgets specified in the Maintenance Plans. The test is designed to prevent violation of the National Ambient Air Quality Standards (NAAQS); transportation emissions are not allowed to exceed levels relied upon in the Maintenance Plan demonstration. To ensure consistent assumptions, the same methodology used to develop mobile emissions budgets for the Maintenance Plans is used in the MTP air quality conformity process.

The modeling methodology used inputs from Mobile 5ah to generate emission rates and function curves by pollutant for each analysis year. All the inputs, for Mobile 5ah, including I/M program definition, RVP values, temperatures and vehicle age distribution, are based on guidance and inputs from the Washington State Department of Ecology, the Southwest Clean Air Agency and parameters contained on the Co and Ozone Maintenance Plans. Input assumptions for Mobile 5ah are available from RTC.

The air quality conformity analysis relies on travel data for three time periods (the AM 1-hour, the PM 2-hour, and the rest-of-the-day) and is based on use of *emme/2*, regional travel model software, and on use of Mobile 5ah to determine emissions rates as part of the emissions calculations. Input assumptions for Mobile 5ah were received from the Southwest Clean Air Agency (SWCAA) and the Oregon State Department of Environmental Quality (ODEQ). Hot stabilized emissions are calculated for each link in the system. The relationship between land use, the travel forecasting model and the air quality modeling needed for conformity analysis is shown in Figure A-1.

Each of the emitted gases (Carbon Monoxide (CO), Hydrocarbons (HC) and Nitrogen Oxides (NO_x), has several categories of emission that make up the all-day total; hot starts, cold starts, and hot stabilized emissions. In addition, HC emissions also include hot soaks (which occur at the end of a trip in the destination zone), and diurnal emissions (those which occur during the day as rising temperatures cause vehicles to produce emissions through evaporation). CO is calculated for winter conditions, and HC and NO_x are computed for summer conditions. The emissions calculations includes emissions caused by intra-zonal trips (trips which begin and end in the same Transportation Analysis Zone (TAZ)). All outputs were seasonally adjusted based on EPA/SWAPCA guidance. Although the Clark County region is actively implementing Commute Trip Reduction (CTR) and Clean Air Action Days (public education together with free transit service on poor air quality days), these programs are not required by the Maintenance Plan and the emissions estimates reported overleaf did not include taking credit for these clean air programs.

Table A-5: 2023 Metropolitan Transportation Plan: Air Quality Conformity Results

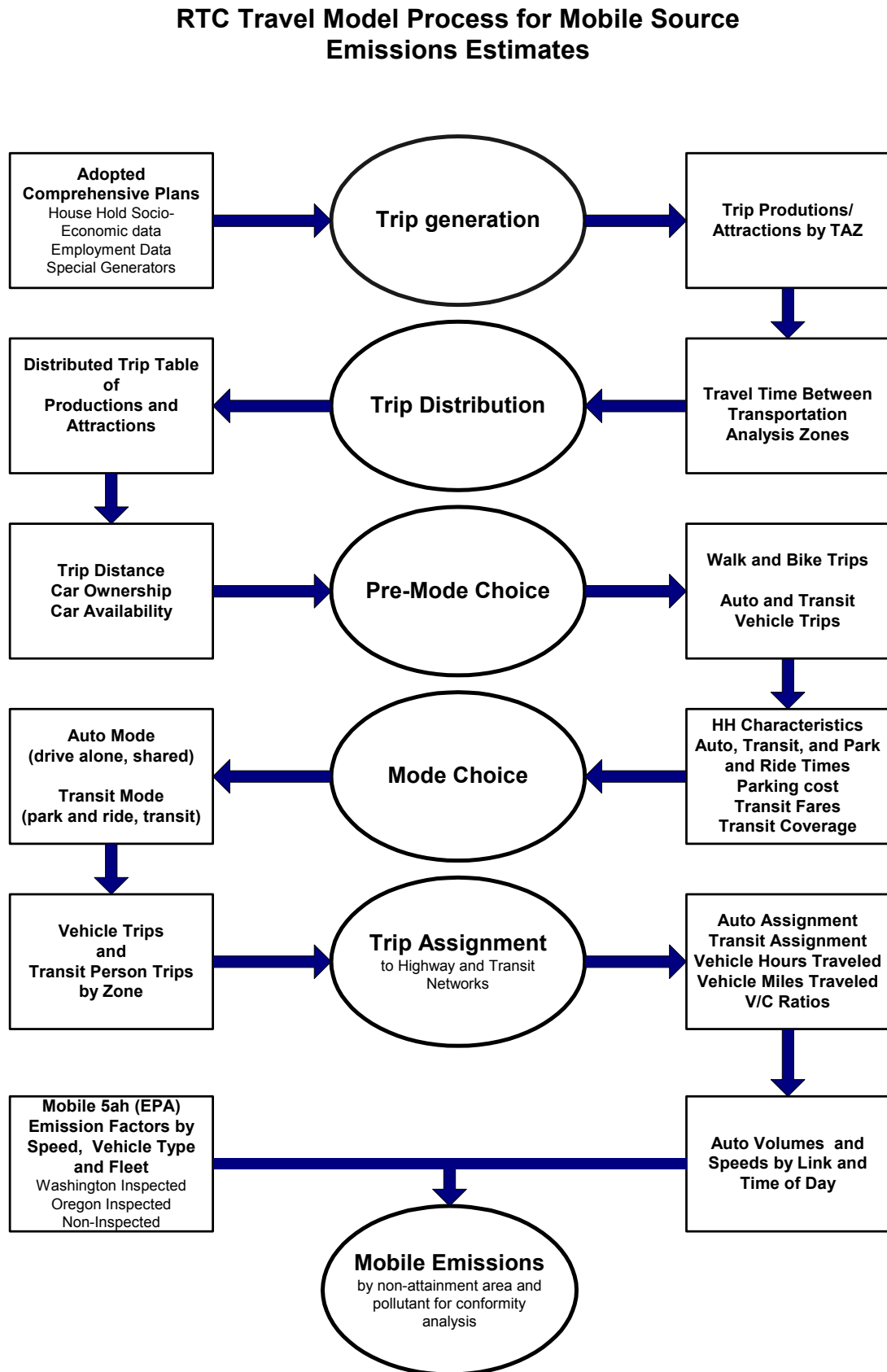
Year		Winter Carbon Monoxide (in pounds per day)	Hydrocarbons (HC) (in tons per day)	Nitrous Oxides (Nox) (in tons per day)
2000	MTP Emissions Estimate <i>Transportation Budget</i>	248,000 300,000	8 11	13 14
2006	MTP Emissions Estimate <i>Transportation Budget</i>	210,000 260,000	7 9	11 11
2013	MTP Emissions Estimate <i>Transportation Budget</i>	212,000 260,000	6 11	11 13
2023	MTP Emissions Estimate <i>Transportation Budget</i>	240,000 260,000	7 12	12 14

Table A-6: Air Quality Conformity: Key Assumptions

Key Assumptions In MTP Regional Air Quality Conformity		
Assumptions	Notes	MTP
Land Use: Population and Employment	Based on most up-to-date version of the Comprehensive Growth Management Plan for Clark County (adopted 1994, revised 1996)	Described in Chapter 2 of MTP. Summary demographics tables on page 2-11
Regional Travel Forecast Model: used to determine future travel need and congestion levels.	Based on Portland metropolitan region regional travel forecast model but with finer Transportation Analysis Zone system in Clark County for more specificity.	Model described in Chapter 3 MTP, page 3-20 to 3-25 See summary tables relating to system performance in MTP Chapter 3, pages 3-23 through 3-24 (congestion).
Highway Network	Coded in regional travel forecast model	Listed projects found in MTP Appendix A, pages A-2 through A-10. Relationship to air quality analysis described in MTP Appendix A, page A-1 and A-17.
Transit Network and Service Levels	Consistent with C-TRAN's Transit Development Plan and 20-year planning	See description of assumed transit hours of service in MTP Appendix A, page A-9. Transit fare assumptions are consistent with assumed inflation rate. Transit fares are an input within the mode-split process of the regional travel forecast model. Parking costs are assumed to increase as a Transportation Demand Management (TDM) measure between existing and future models. This results in an increase in the percentage of trips by transit and influences transit

Key Assumptions In MTP Regional Air Quality Conformity		
Assumptions	Notes	MTP
		ridership numbers.
TCMs	TCMs are not required in Clark County region. However, transportation strategies are included in the SIP.	See MTP Chapter 5, page 5-11.
Technical Analysis Procedures for Mobile Emissions	The process for estimating regional emissions for the regional conformity analysis involves the integration of land use and travel demand modeling with EPA Mobile 5ah emission factor model.	See Appendix A, page A-20
Consultation Process	The last major consultation process occurred on 6/14/00. It included representatives of RTC, FHWA, EPA, DOE and WSDOT. There has also been ongoing consultation with these partner agencies as specific conformity issues arise.	Among the items discussed were status of emissions models, latest emissions model used, regional travel forecast model used and mobile emissions estimation process. Discussion included the mobile emissions input model assumptions. Air quality analysis process and methodology is consistent throughout the Portland-Vancouver region.
RTC Board approval		RTC Board provides policy direction regarding regional travel model inputs and also adopts the MTP which describes the policies and demographic assumptions that are the foundation for future transportation needs analysis.

Figure A-1: RTC Travel Model Process for Mobile Source Emissions Estimates



APPENDIX B

THE STRATEGIC METROPOLITAN TRANSPORTATION PLAN (MTP)

RTC Board approval is required for projects and concepts to be listed in the Strategic Plan. The Strategic Plan projects and planning concepts may be identified through study recommendations outside of the MTP but must have been the result of a public planning process. RTC action on the Strategic MTP can occur as part of action on the full MTP or as a separate action on only the Strategic MTP Appendix.

The Strategic Plan is included as an Appendix to the MTP to provide a description of projects whose scale, financial structure and economic importance are beyond the 20-year list of projects contained in the “financially constrained” MTP. It also provides an outline of concepts that have recently emerged in the planning process that may have significant land use, economic development and transportation system impacts if they were to be implemented and developed in the future. While projects that are outlined in the Strategic Plan are outside of the financially constrained MTP, their inclusion in the Strategic Plan provides a way to better define the project’s purpose/need and feasibility while still within the context of the 20-year approved MTP.

The MTP Strategic Plan outlines four projects and/or planning concepts described in two sections. The first section describes potential projects that are the result of recommendations from the recent I-5 Transportation and Trade Partnership Study completed in June 2002. The second section of the Strategic MTP allows for a description of planning concepts and issues that have surfaced in recent planning efforts that could have major land use and transportation implications. They are concepts that require further investigation and analysis but are included in the MTP Strategic Plan to raise awareness in the community regarding emerging land use and transportation issues. The second section includes a potential set of regional transportation improvements to accompany one of the GMA land use concepts and a potential transportation project to improve accessibility to the Port of Vancouver. These are titled as follows: A) a supplemental or replacement river crossing to the Interstate 5 Columbia River Bridge, B) the I-5/I-205/SR-500 Federal Transit New Start Alternatives Analysis, C) the I-5 North Discovery Corridor between Salmon Creek and La Center and D) Port of Vancouver Industrial Lands Access from the North.

PROJECT RECOMMENDATIONS

The region's adopted long-range Metropolitan Transportation Plan must include a financial plan that shows how projects are to be implemented. The financial plan includes revenue from public and private sources and additional funding strategies in order for the region to be eligible for federal transportation revenues. The current federal transportation bill, TEA-21, allows for "illustrative projects" to be identified in the regional transportation planning process outside of the requirements for financial feasibility and transportation air quality conformity. The concept behind this first section of the Strategic MTP is to set into place a regionally coordinated and analytically sound transportation planning process upon which to initiate an analysis of project feasibility.

A) INTERSTATE 5 COLUMBIA RIVER BRIDGE

- **Need and Purpose** – Due to highway capacity limitations and the three-lane bottleneck at the I-5 Interstate Bridge, traffic congestion is causing businesses and individuals to experience long delays. Without improvements, congestion will increase to unacceptable levels having a significant impact on the economy and potentially limiting the attraction and retention of business and industry. A set of multi-modal improvements, including highway, transit, freight rail and demand management, are needed in the corridor.
- **Description** – For the Interstate 5 Bridge, the I-5 Transportation Partnership planning process recommends that the Bridge be replaced or supplemented. The I-5 Partnership recommends the Bridge should carry 3 through travel lanes and up to 2 supplemental or auxiliary lanes for a total of five lanes in each direction and for transit there should be 2 light rail tracks. Additional freeway improvements would be needed between Columbia Boulevard in Oregon and SR-500 in Vancouver to balance the volume of on and off traffic consistent with the 3 through lanes in the corridor.
- **Land Use/Economic Development Impacts** – The bi-state transportation and land use systems are integrally related, each impacts and influences the other. Bi-state coordination among jurisdictions and agencies in pursuing economic development is a key part of maintaining a strong economy. Additional capacity across the Columbia River will improve the flow of freight and goods throughout the corridor. Specifically, it will improve access to/from industrial destinations such as the Port of Vancouver, Rivergate and the Columbia Corridor. Access would also be improved to and from major employment centers such as downtown Vancouver, downtown Portland, Lloyd Center, Swan Island and the Columbia Corridor.
- **Financial Impacts** – Financing the highway and transit improvements will be expensive. Capital projects of such magnitude are likely to require a variety of funding and financing mechanisms. There are promising federal, state and local revenue sources that when combined could provide the ability to bond the capital cost of the projects. Developing the financial package will be complicated and will involve working together across a range of diverse entities.

- **Next Steps** – The process for moving the analysis forward involves incorporating the package of I-5 Partnership study recommendations into Metro’s and RTC’s long-range regional transportation plans and specifically initiating an EIS process for the new Columbia River crossing.

B) I-5/I-205/SR-500 FEDERAL TRANSIT NEW START ALTERNATIVES ANALYSIS

- **Need and Purpose** – High levels of traffic congestion and a constrained ability to expand highway capacity in parts of the I-5, I-205 and SR-500 corridors along with Clark County’s growth management policies calls for the analysis of high capacity transit alternatives. The high demand for travel between the Vancouver and Portland metropolitan area and across the limited capacity of the existing I-5 and I-205 bridges has also created a transportation system bottleneck between the two regions that dramatically increases delay for commuters, business and industry. The I-5 and I-205 corridors are built out and provide only marginal room for freeway expansion. Additional high capacity transit can significantly add person-moving capacity for commuters and allow for improved business and economic development capacity. The proposal would be to address the transportation problems in a Federal Transit Administration (FTA) New Start Alternatives Analysis (AA) process. The purpose of the AA would be to address how to significantly increase the level and capacity of transit service within Clark County and the connection to transit-served destinations in the Portland region.
- **Description** – The FTA New Start Alternatives Analysis (AA) process would include analysis of high capacity transit in the I-5/I-205/SR-500 loop up I-5 across the Columbia River through downtown Vancouver to the SR-500 or Fourth Plain corridor to Van Mall up to the future 83rd Street transit center and down I-205 across the Columbia River to connect with the Portland transit system. The analysis would address the travel mobility in each of these corridors, the economic impacts, focus on improving the internal Clark County transit mode share and connection with Portland high capacity transit system.
- **Land Use and Economic Impacts** – Additional person-moving capacity in both of the interstate corridors will help to improve the business and freight moving capacity of the corridors. The expansion in the level of transit service will help to achieve the Comprehensive Growth Management Plan’s vision for compact urban growth and the preservation of forestland and open space. The access provided by a high capacity transit alternative can provide further economic development opportunities in downtown Vancouver and redevelopment opportunities along Fourth Plain.
- **Financial Impacts** – Financing any or all parts of the proposed high capacity transit alternatives will be expensive and will likely depend on additional local revenues approved through a public vote. In addition to the increase in local revenue, considerable federal support will be needed. The financial plan for the proposed project will need to be completed by the time the project completes the environmental and design phase.
- **Next Steps** – The process for moving the FTA New Start Alternatives Analysis forward includes a number of related but separate steps. The land use element associated with the concept needs to be considered by the City of Vancouver via their Growth Management Comprehensive Plan. In order to move the project forward for federal project funding eligibility, the Federal Transit Administration requires the official initiation of a “New Start” process. The New Start process begins with Alternatives Analysis and moves

through an environmental/preliminary engineering process and ends with a final design and federal “full funding” agreement. This process includes many individual steps and approvals along the way. The Alternatives Analysis process would evaluate several modal and alignment options for addressing mobility needs in a corridor or in this case in three corridors that form the loop. The AA process provides information to citizens and local officials on the benefits, costs, and impacts of alternative types of transportation. Potential local funding sources for construction and operation are also identified. An extensive public involvement process that includes a wide range of stakeholders is anticipated. A Draft Environmental Impact Statement (DEIS) may be completed on a range of alternatives as part of the Alternatives Analysis (AA) process or it may be completed on a single Locally Preferred Alternative (LPA) following the completion of the AA process. The AA process concludes with the selection of a locally preferred alternative (LPA), which is adopted by the Metropolitan Planning Organization (MPO) into the financially-constrained Metropolitan Transportation Plan. Completion of a DEIS and a Final Environmental Impact Statement (FEIS) is required in order to receive federal funding approval.

LAND USE AND TRANSPORTATION CONCEPTS

This second section includes emergent land use/economic development/transportation concepts that are incorporated into the Strategic Plan for community awareness purposes. If pursued they may have significant transportation implications that would need to be addressed in a future update to the MTP.

C) I-5 NORTH DISCOVERY CORRIDOR

- In May 2002 the Columbia River Economic Development Council (CREDC) released and adopted the Economic Development Strategy for Clark County. The Strategy promotes the concept of the I-5 North Discovery Corridor extending from the I-5/I-205 junction to the 319th Street La Center interchange. The Discovery Corridor development concept aims to increase the number of business and family-wage jobs located near Interstate 5. The “Discovery Corridor” land use concept is currently being examined and analyzed as one of the alternatives in Clark County’s GMA Comprehensive Plan update process. Following fall 2002 public meetings on the Comprehensive Plan update, and analysis that will include measurement of transportation capital facility needs, alternatives or elements of several alternatives will be carried into the environmental impact study process.
- In 2001, the I-5/I-205 North Route Development Plan and Strategy Report addressed transportation needs relating to access to Interstate-5 in this vicinity but this Plan preceded the “Discovery Corridor” land use concept. In the 2001 Corridor Plan and subsequent Access Point Decision Reports, a series of improvements were identified that include the following: a new interstate access point (interchange) at 219th Street and several other improvements to the interchanges at 134th Street, 179th Street, 269th Street and 319th Street. As yet, the transportation impacts of the changed land uses in the “Discovery Corridor” concept have not been measured nor have transportation projects to

support the development been proposed⁵. If pursued, the proposed Discovery Corridor land use change may result in significantly different travel patterns and travel volumes. These changes may have impacts on both I-5 as well as the surrounding network of arterial roadways that connect to the interstate system. One of the important tradeoffs to be examined will be the need for additional access to/from the freeway compared with the need to provide capacity to move goods and services longer distances through the region.

D) PORT OF VANCOUVER INDUSTRIAL LANDS ACCESS FROM THE NORTH

- The Port of Vancouver is a major industrial and business district that has a substantial inventory of undeveloped land on which to locate business and industry that would result in jobs growth. Access from I-5 to the Port's land is currently limited to Mill Plain (SR 501) and Fourth Plain through Vancouver. A route along Fruit Valley Road and NE 78th Street currently provides indirect access to I-5 from the north. Adequate access is essential for optimum development and use of Port industrial lands. Economic benefits to the community from Port development, including light and heavy industrial, marine uses, distribution and international shipping are substantial.
- An extension of SR-501 north from its current terminus at Mile Post 12.61 along existing right-of-way, crossing over Lake River and the BNSF railroad tracks on new right-of-way then continuing along one of several alternative alignments to connect to I-5 could provide a secondary access to the Port of Vancouver and another vital link to the I-5 corridor.
- The SR 501 Extension concept was last addressed in the Intergovernmental Resource Center's 1988 report, *SR-501 Corridor Planning Study*. If the concept is to be re-evaluated the planning process would need to include a review of transportation demand for SR-501 extension, a feasibility analysis that reconsiders the transportation demand for the facility, alignment recommendation in light of changes in land use, environmental considerations, benefits/cost analysis and community input.
- It is recognized that extending SR 501 will have impacts on the natural environment in the Vancouver Lake lowlands area that would need to be reduced and mitigated. The new section of state highway would travel through rural and urban areas with benefits and impacts in each case. An alternative route analysis can address potential impacts and benefits to land use and the economy more specifically. No funds are yet allocated to the study of this concept.

⁵ This will be looked at in the ongoing Comprehensive Plan update process.